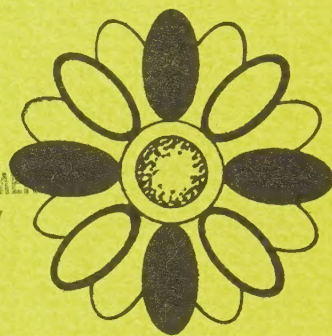
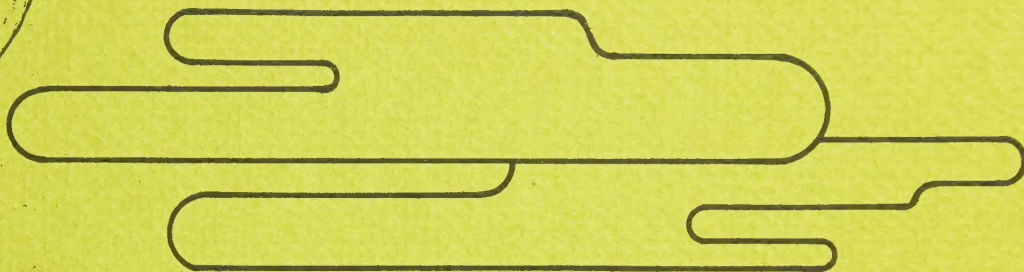
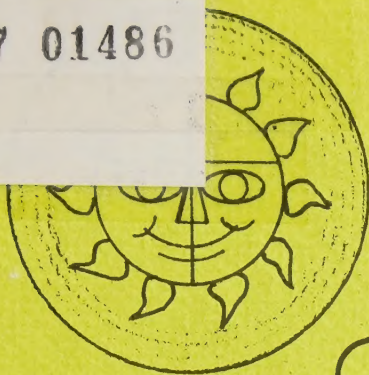


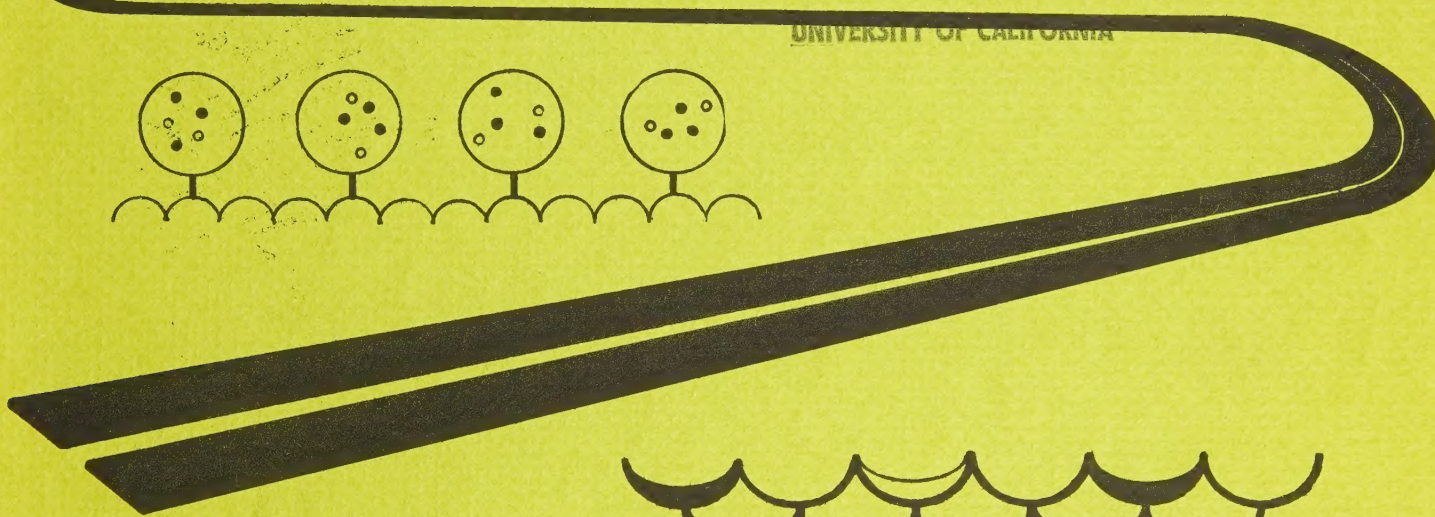
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**Scenic
Route
Element**



of The General Plan

**County of Merced
State of California**

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SCENIC ROUTE ELEMENT
OF THE
GENERAL PLAN

COUNTY OF MERCED
STATE OF CALIFORNIA

MARCH 1975

Pellock
County planning
Highways

Merced co.
" "

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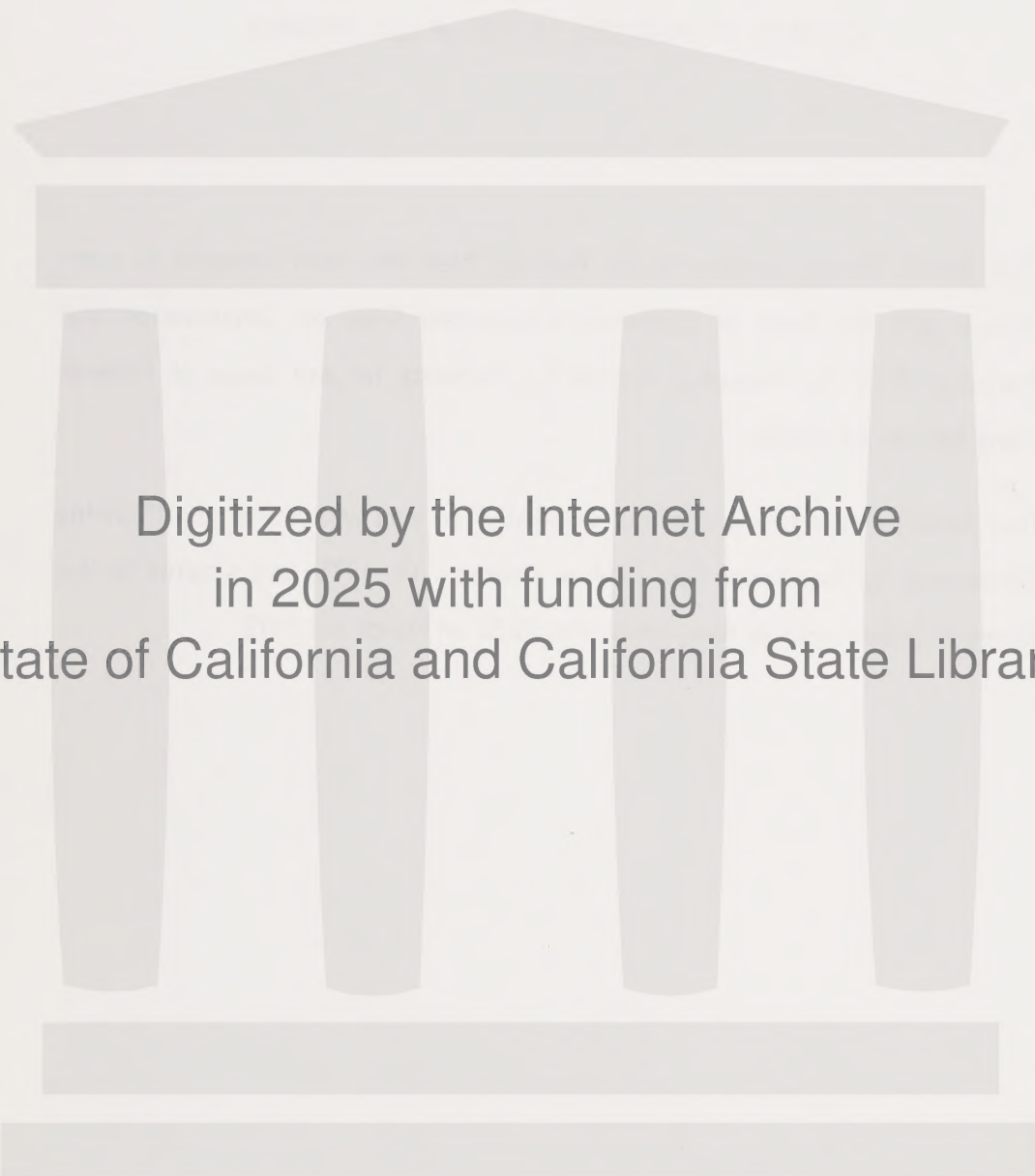
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Element Prepared By:

Michael Pellock, Planning Technician



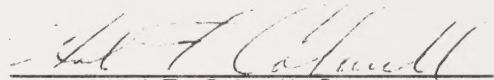
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CERTIFICATION - PLANNING COMMISSION

The undersigned officials do hereby certify that the Merced County Planning Commission did on the 19th day of February 1975, by Resolution No. 2064, recommend to the Board of Supervisors the adoption of the "Scenic Route Element Of The General Plan, County of Merced, State of California", comprising of a map and text, and of which this certification is a part thereof.


S. G. Miyake, Chairman


Hal F. Colwell, Secretary

CERTIFICATION - BOARD OF SUPERVISORS

The undersigned officials do hereby certify that the Merced County Board of Supervisors did on the 18th day of March, 1975, adopt by Resolution No. 75-50, the "Scenic Route Element of the General Plan, County of Merced, State of California," comprising of a map and text, and of which this certification is a part thereof.


Johnnie Ramondini, Chairman

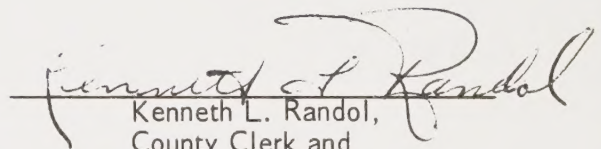

Kenneth L. Randol,
County Clerk and
Ex-Officio Clerk of the
Board of Supervisors of
the County of Merced

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WHY THE NEED --

As determined by an actual survey conducted by the California State Department of Parks and Recreation, sightseeing is the number one recreation activity being pursued in California and quite possibly is also number one in the entire United States.

Accordingly then, the development of a scenic route system would provide for the residents of Merced County and the adjoining counties, the facilities for pursuing the number one recreation activity, sightseeing.

The reason that our different levels of government provide recreation opportunities and facilities for our citizens, is because recreation is universally accepted to offer a wide variety of benefits essential to the general well being of our people, such as: benefitting their physical, mental, emotional and spiritual health, and in enriching their lives by fulfilling their personal needs and by adding zest to their lives, and by having a counteracting effect on such social ills as crime, juvenile delinquency, disruption of family life and personality maladjustment, and by building better citizens and strengthening our democratic way of life.

Recreation is a unique part of our American birthright, and offers all of those benefits mentioned above, and in addition, it has in it a very important educational component--second

only to our educational system, as a right and heritage of our people, and as such, it is vitally essential to the general welfare of our people, and it assumes the status of being an obligation of all society not only to support it but also to provide it for all people. It is therefore incumbent upon Merced County to develop a scenic route system for our county to fulfill the need for this number one recreational activity pursuit, sightseeing.

PREFACE

The Scenic Route Element of the General Plan is the result of intensive investigation, study, analysis, and coordination with local, regional and state agencies which have reviewed the plan during its development, and their recommendations for changes and additions have been included in the plan.

It is intended that the Scenic Route Element of the General Plan serve as a means of continuing coordination among the planning agencies of Merced County and the State Division of Highways in the development of a county-wide system of scenic routes, appropriate portions of which could be adopted or expanded upon by each affected city and the state.

All scenic route proposals of routes that cross into other counties were coordinated with those counties.

Endorsement of the Scenic Route Element of the General Plan was sought from a number of cities and recreation agencies and endorsements in principle were received from some.

It is intended that individual city scenic route plans supplement and complement the county plan, resulting in a continuous county-wide scenic route system.

It is further intended that the Scenic Route Element serve as a guide for development of city and county regulations and programs that will protect and enhance the scenic values along the routes designated in the plan and also those areas visible from the scenic routes but which may be located considerable distances from the routes themselves.

The Scenic Route Element includes those routes officially designated as scenic routes in the State Scenic Highway System and those routes of a county level including future proposed routes. The included routes provide access to important scenic, recreational, and historic and cultural points of outstanding quality.

It is hereby acknowledged that the development of this plan was accomplished to the high degree of quality only because much valuable assistance and cooperation was received from cities, various city and county recreation agencies, adjacent counties, individuals, and the State Division of Highways.

INTRODUCTION



INTENT AND PURPOSE OF ELEMENT

The intent and purpose of this Scenic Route Element of the General Plan, which consists of a map and text, is to provide a guide for the development and establishment of regulations relating to the development of a scenic route system and the enhancement and preservation of scenic qualities and of natural scenic areas adjacent to and visible from the designated routes classified as scenic.

The Scenic Route Element is intended to establish basic official policy with regard to objectives and principles as is here more fully stated:

1. The accurate definition and designation of county and state level scenic routes comprising a total system including adjacent scenic areas.

2. The establishment of high quality objectives, principles, and standards as related to the development of a scenic route system, including preservation and enhancement features of areas adjacent to the scenic routes and those areas that may be considerably removed but visible from the scenic routes.
3. To continue to coordinate all scenic route proposals and related programs with all levels of government and with all concerned citizens organizations and individuals.
4. To provide the necessary guidance to cities to assist in the development of a coordinated city scenic route system that would be integrated with and complement the scenic route system developed for the county, resulting in a higher quality county-wide scenic route system.
5. To develop the necessary regulations and associated programs that will not only protect, but will also enhance the scenic values prevalent along the designated routes, including those areas visible from the scenic routes that have an effect on the quality of the view.

TYPES OF SCENIC ROUTES

TYPES OF SCENIC ROUTES

A. TYPES AND FUNCTION OF SCENIC ROUTES

The types of routes which are included in the Scenic Route Element of the General Plan fall into three separate categories and consist of eight different classified types.

The three scenic route categories together with the classified types included in these categories are:

1. SCENIC FREEWAYS AND EXPRESSWAYS

- a. Freeway
- b. Expressway

2. SCENIC THOROUGHFARES

- a. Major Arterial Street
- b. Secondary Arterial Street

3. SCENIC RURAL ROUTES

- a. Minor Arterial Street
- b. Secondary Collector Street
- c. Minor Collector Street
- d. Minor Street

A very general description together with the routes function for each of the three categories are:

1. SCENIC FREEWAYS AND EXPRESSWAYS

Freeways are routes consisting of two to four travel lanes in each direction, separated by a median strip, and are subjected to extremely heavy traffic volumes. Access is fully controlled, and vehicular crossings are grade separated.

Expressways are routes consisting of two to four lanes in each direction, are designed for limited access with no grade separations, and are so designed as to be readily converted to full freeways.

Scenic freeways and expressways are those that traverse, or those that provide the most efficient routes to or between, areas of major, scenic, recreational and cultural attractions.

2. SCENIC THOROUGHFARES

Major thoroughfares are high traffic volume routes consisting of two or three travel lanes and a parking lane in each direction in urban areas, a median strip where practicable and traffic signals at major intersections.

Scenic thoroughfares are those major thoroughfares that traverse areas of scenic or recreational interest or that provide the most efficient route for carrying vehicular traffic to major scenic, recreational or cultural areas.

3. SCENIC RURAL ROUTES

Major rural roads generally consist of two travel lanes, one in each direction, carry a low traffic volume and traverse sparsely populated open agricultural or recreational areas and that often carry traffic to major recreation areas.

Scenic Rural Routes are those major rural roads that traverse areas of outstanding scenic quality or that carry traffic to major or scenic and recreational areas. Scenic rural routes in some areas may be combined with public recreation areas such as parks, parkways, reservoirs, or riding, hiking and cycling trails.



MERCED FALLS ROAD

SCENIC ROUTE FEATURES

SCENIC ROUTE FEATURES

Scenic routes consist of three distinct features:

- a. The Right-of-way
- b. The Scenic Corridor
- c. Areas Beyond Scenic Corridor

1. THE RIGHT-OF-WAY

The scenic route right-of-way is comprised of the paved road and adjacent lands required for roadway protection, public utilities, storm drainage, pedestrian travel and roadside planting. Ownership of the right-of-way would be in fee by the state or local governmental entity. The right-of-way may also include roadside rests, cycling, riding and hiking trails and related facilities.

2. THE SCENIC CORRIDOR

Scenic corridors comprise of areas that extend beyond the right-of-way and possess quality scenic features. These areas can either be acquired by the state or local governmental entities or to which development controls should be applied for purposes of preserving and enhancing relatively nearby views or maintaining unobstructed distinct views along the scenic route and thereby providing a pleasant travel route. The scenic corridor should also include

slope and utility easements, and in certain selected areas, roadside rests, cycling, riding and hiking trails. The width of scenic corridors will vary from the depth of lots adjacent to the right-of-way in highly urban areas to a distance of one thousand feet or more in rural areas having high scenic quality. The application of development controls should be applied to preserve and enhance scenic qualities, restrict unsightly use of land, control structure heights, and provide design and architectural guidance along the entire scenic corridor.

3. AREAS BEYOND SCENIC CORRIDOR

Due to the fact that scenic routes will extend beyond scenic corridor boundaries, certain basic general requirements for development will be necessary to preserve and enhance the attractiveness of these areas. Development and guidance controls will be required for both developed and undeveloped areas.

(a) DEVELOPED AREAS

The primary method of adding to the attractiveness of developed areas beyond the boundaries of the scenic corridor will be requirements to insure preservation of outstanding views, through preservation of existing trees, establishment of new landscaping, and controls

on the location and type of utility and communication towers and structures, poles and lines, and outdoor advertising signs and structures.

(b) UNDEVELOPED AREAS

Guidance and control of development in undeveloped areas will include grading and natural vegetation removal regulations, preservation of natural stream-beds, landscaping, control of location and type of outdoor advertising signs and structures and communication towers and structures, poles and lines.

OBJECTIVES

OBJECTIVES

-  1 To establish a coordinated continuous system of scenic routes, that will be convenient to all residents of Merced County, and that will increase the enjoyment of, and opportunities for, recreational and cultural pursuits and tourism in Merced County and adjacent counties by providing for scenic pleasure drives on scenic routes to all major recreation areas and cultural centers throughout the county and adjacent areas.
-  2 To provide multiple recreational uses, trails, roadside rests, picnicking areas, and observation points when appropriate on present or future publicly owned lands adjacent to scenic routes, and to provide a means of coordinating scenic route trails with other trail systems within the county.
-  3 To conserve, enhance, and protect scenic views observable from scenic routes.
-  4 To assist in stabilizing or increasing property values and the economy of Merced County through preserving and adding to its attractions.

PRINCIPLES

PRINCIPLES

APPLICABLE SCENIC ROUTE PRINCIPLES



PROVIDE A COORDINATED, CONTINUOUS, AND CONVENIENT SYSTEM OF SCENIC ROUTES.

The scenic route system should embody in it all possible associated features so as to be satisfying and convenient to all residents of Merced County, and should provide opportunities for continuous pleasurable driving within major scenic areas and between major scenic areas and recreational and cultural centers in Merced County and adjoining counties. The selected routes should afford aesthetically pleasing views to both the traveler and the outside observer throughout the entire scenic route system.



PROVIDE A VARIETY OF SCENIC ROUTES

The provision for a variety of experiences such as changes in terrain, vegetation, land forms and view should be sought in the selection of routes within the system. Wise selection of the geographical location and distribution of routes should be made so as to provide the traveler with a choice from among the outstanding scenic values within the county.

3 PROVIDE FOR UNIMPEDED PLEASURE DRIVING

The movement of pleasure driving vehicles with undue interruption on scenic routes should be provided for through control of access, through avoidance of stop signs and through synchronization of traffic signals whenever possible on scenic expressways and thoroughfares.

4 ESTABLISH EFFICIENT AND ATTRACTIVE CONNECTING LINKS

The scenic route system should include attractive and efficient connecting links between scenic routes and recreational and cultural centers. Certain freeways, expressways and other roadways should be included as connecting links.

5 COORDINATION OF SCENIC ROUTES AND RECREATION AREAS

Planning should include coordination of scenic routes and adjacent recreation areas such as parks, reservoirs, roadside rests, scenic turnouts and overlooks, cycling, and hiking and riding trails. Recreation trails and routes should continue into adjacent counties to provide continuous networks for the fullest possible enjoyment of the public. The coordination of scenic route recreation trails with existing and planned local, regional, state and federal trails should be planned for.



COORDINATE SCENIC ROUTE ELEMENT WITH GENERAL PLAN

The Scenic Route Element should be integrated with and should supplement the land use and circulation elements of the County General Plan and should conform with the objectives and principles of the General Plan.

PRINCIPLES APPLICABLE TO SCENIC ROUTE RIGHTS-OF-WAY

- ① The avoidance of excessive cutting, filling and grading should be given high priority consideration in scenic route design.
- ② The design of county level scenic routes should embody features for moderate travel speeds so as to reduce conflicts with pleasure driving vehicles and also to reduce the necessity for cuts and fills.
- ③ The scenic route rights-of way should be made as attractive as realistically possible through proper design of roadways and structure appurtenances, as well as adjacent utilities, and traffic and other official signs.
- ④ The placement of appropriate scenic route identification signs at pre-determined intervals along all scenic route rights-of-way should be included as a basic feature to inform the traveler that he is entering onto or riding on a route within the scenic route system.

PRINCIPLES APPLICABLE TO SCENIC ROUTE CORRIDORS

-  1 Normally permitted uses of land should be allowed in scenic corridors, except that vistas and panoramic views should be preserved and enhanced through supplementing existing zoning regulations, and through providing architectural and site design review, through prohibition and removal of billboards and signs not relevant to the main use of the property, obstructive signs, automobile wrecking and junk yards, and similar unsightly developments or land uses.
-  2 When feasible to be located elsewhere, no new overhead transmission towers or lines should be located within scenic corridors.
-  3 The placement of new or the relocating of existing utility distribution lines should be underground whenever feasible. However, when placement of lines underground is not feasible, then they should be so located as to not be conspicuous from the scenic route. Poles of an improved design should be used wherever possible.
-  4 Landscaping should be designed and maintained in scenic corridors to provide added visual interest, to frame scenic views, and to screen unsightly views.

- ⑤ Owners of private property within the scenic route corridor should be encouraged to provide maintenance of landscape and structures as a means of improving the scenic quality of the scenic route.
- ⑥ Commercial developments on rural scenic routes should be limited to those that supply a needed service to the traveler, such as restaurants, automobile service stations, and the like, and such facilities should be of such design as to be compatible with the area's scenic surroundings.

PRINCIPLES APPLICABLE TO BOTH THE SCENIC ROUTE CORRIDORS AND THE NATURAL SCENIC AREAS ADJACENT THERETO

-  1 Easements in public ownership should be maintained so as to be free and clear of any structures or improvements other than plantings, unless required by public necessity.
-  2 Landscaping should be provided at all new building sites, including parking areas and entrances in commercial and industrial areas.
-  3 Where practical, trees should be planted along rights-of-way in the county as a means of improving the scenic quality along scenic routes.
-  4 All public agencies and private individuals having control of large land parcels should be encouraged to protect and enhance all natural resources within their properties, and similar encouragement should be directed toward owners of smaller lots with assistance sought from community improvement and conservation organizations.
-  5 Street and access drive alignments should be designed to preserve stands of mature trees, and in such a manner as to be compatible with the natural topography.

- ⑥ The removal of mature trees for land development purposes should be discouraged in order to preserve the county's quality.
- ⑦ Development along edges of canals, streams, reservoirs, and other bodies of water should be designed and treated so as to result in naturalistic, architectural or sculptural forms, thereby enhancing the visual appearance of these water carrying and impoundment bodies.
- ⑧ In those areas extending beyond the limits of the scenic route corridors, scenic qualities should be preserved through retaining the general character of natural slopes and natural formations, and through preservation and enhancement of water impoundments and water courses, wildlife habitats, and vegetation. Development of lands adjacent to scenic route corridors should not obstruct views of scenic areas and development should be visually compatible with the surrounding natural scenic qualities.
- ⑨ Outdoor advertising structures, utility and communication towers, poles and wires, when located in both developed and undeveloped areas, should be so located as not to distract from significant scenic views. All other structures and land use should be permitted as specified in the County Zoning Ordinance.

CRITERIA FOR ROUTE DESIGNATION

CRITERIA FOR SCENIC ROUTE DESIGNATION

In evaluating routes for consideration for inclusion in the county scenic route system, the following basic criteria should be applied as proof of eligibility.

It is hereby noted that the following criteria is the same as that used by the State Scenic Highway Advisory Committee in their evaluation of state routes for qualification for inclusion in the State Scenic Highway System.

1. The scenic corridor through which the highway or route passes should have consistent scenic, historic, or aesthetic value during all seasons.
2. Consideration should be given those highways or routes which are:
 - a. State or jurisdictional entry routes.
 - b. Predominately utilized for recreation or vacation travel.
 - c. Utilized for one-day sightseeing, or study, trips.
 - d. A part of an integrated, or semi-integrated, scenic route system that traverses varied scenic corridors for longer trips, and/or
 - e. Through areas of extraordinary scenic value.
 - f. Typical or demonstrative of varied scenic factors available within the jurisdiction.

3. If possible, all principal landscape and topographical type areas should be represented in the system.
4. Routes of historic significance which connect places of interest should be considered even though the route is of marginal scenic value.

In most cases, these criteria, if applied individually, would include most of the routes in Merced County. Therefore, in order to reduce the total mileage of the scenic route system several of the factors above may be applied to any potential scenic highway under consideration. The reasoning for this reduction of the total mileage eligible for designation is that official designation of a scenic route should be representative of an accomplishment of special significance.

The factors that have little or no particular significance in the consideration of eligible scenic routes would include:

1. Volume or character of traffic.
2. Type of highway or roadway.

CALIFORNIA MASTER PLAN OF STATE HIGHWAYS ELIGIBLE FOR OFFICIAL SCENIC HIGHWAY DESIGNATION

JANUARY 1, 1974



STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

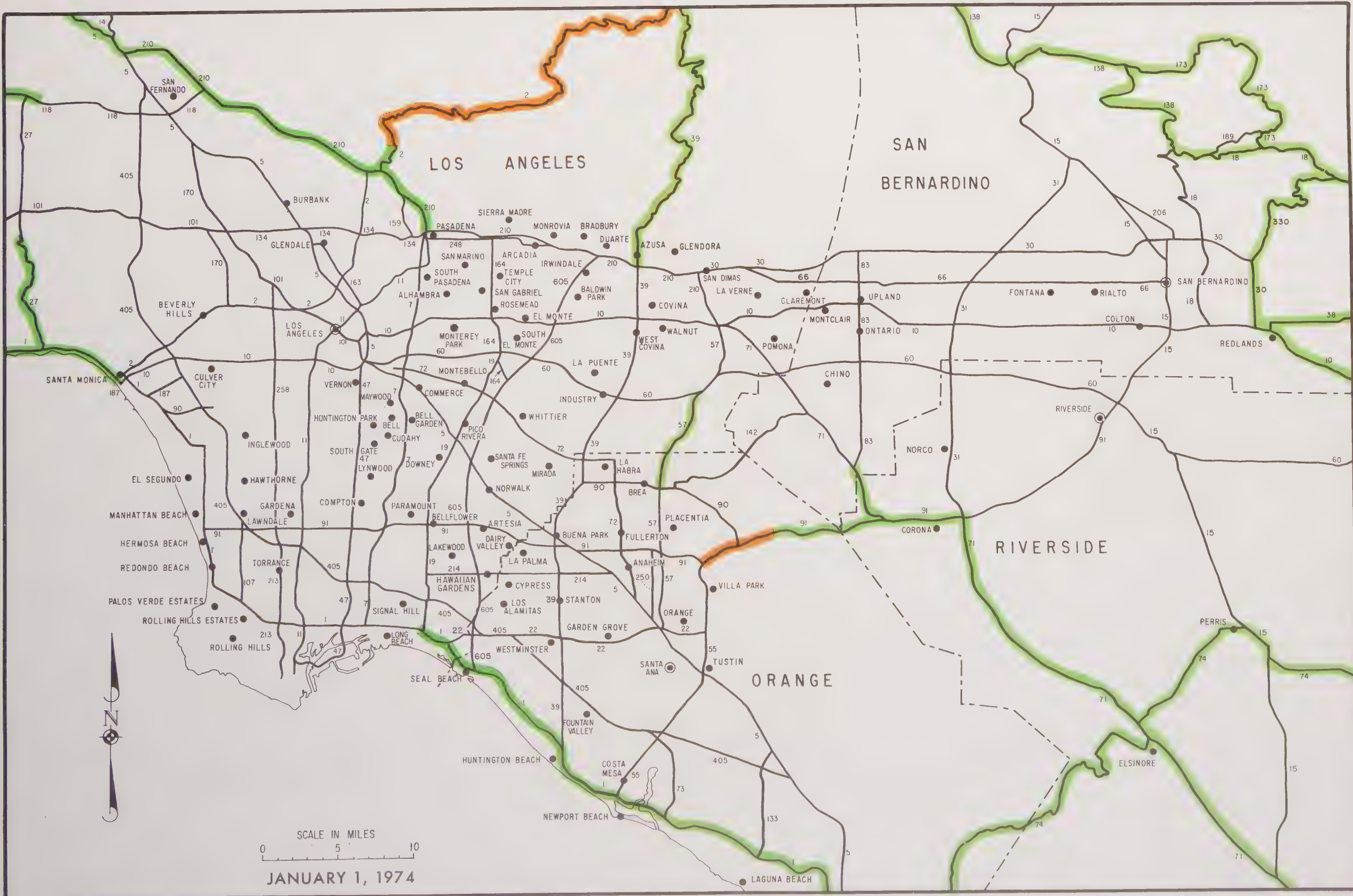
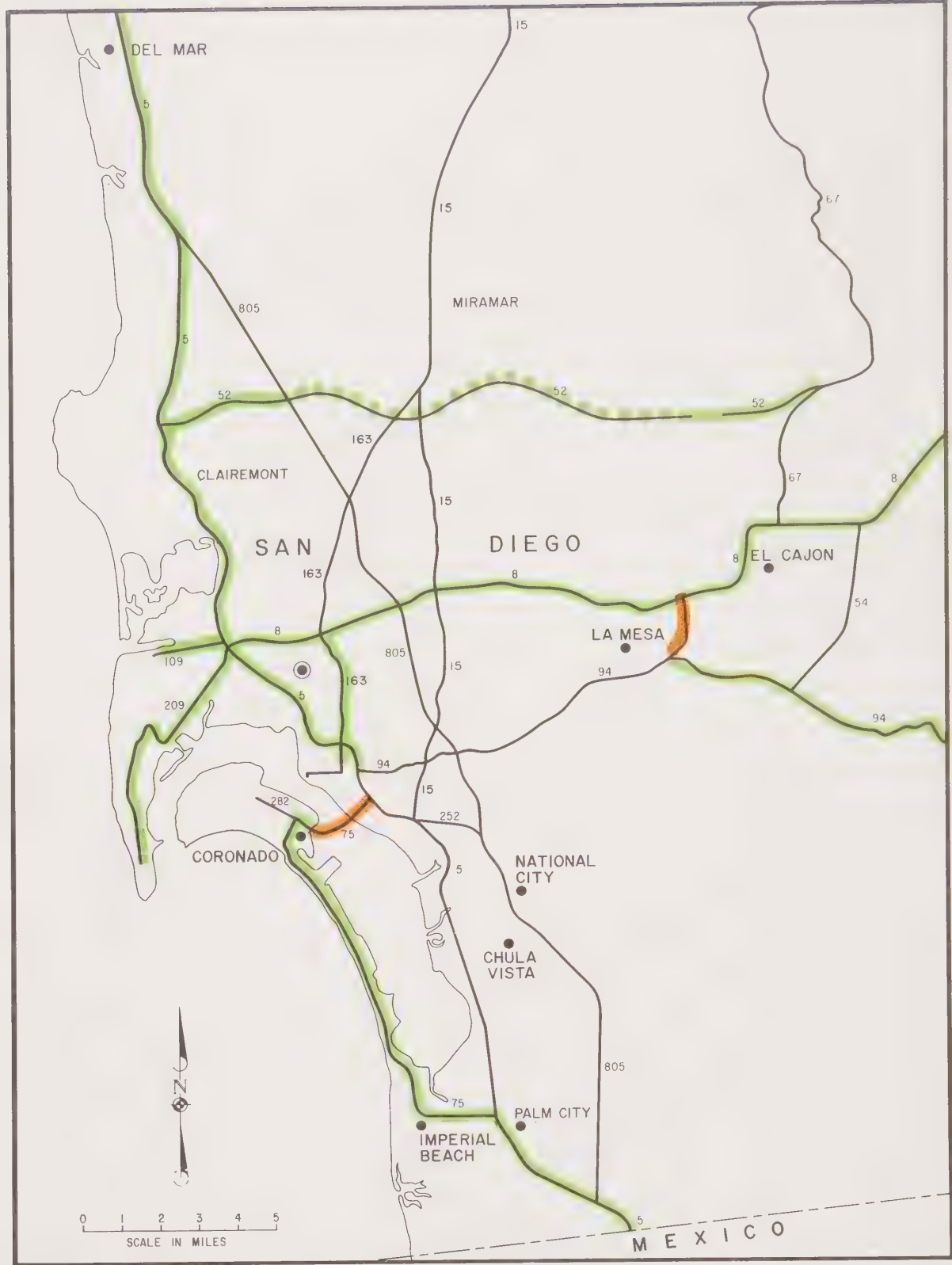
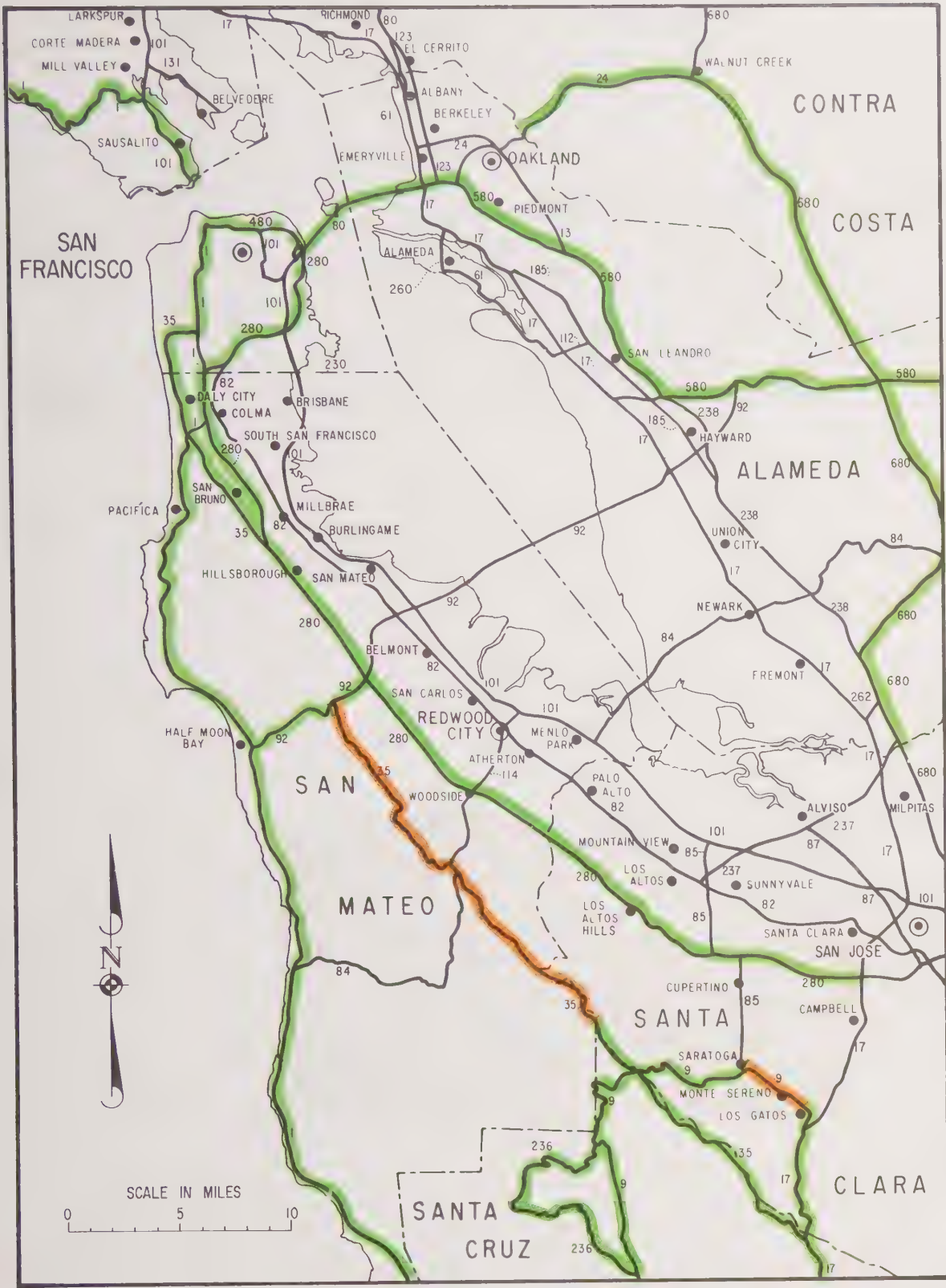


LEGEND

- OFFICIALLY DESIGNATED PORTION
- IN MASTER PLAN-NOT OFFICIALLY DESIGNATED
- NOT CONSTRUCTED ELIGIBLE FOR DESIGNATION
- .-.- CONNECTING NATIONAL PARK OR MONUMENT ROAD
- STATE HIGHWAY SYSTEM AND LEGISLATIVE ROUTE NUMBER

SCALE IN MILES





**BACKGROUND ON - OFFICIAL DESIGNATION OF STATE AND
INTERSTATE SCENIC HIGHWAYS LOCATED IN MERCED COUNTY**

BACKGROUND ON

OFFICIAL DESIGNATION OF STATE & INTERSTATE SCENIC HIGHWAYS LOCATED IN MERCED COUNTY

In 1963, the California Legislature adopted a Master Plan for State Scenic Highways.

As a portion of Interstate 5 lies within Merced County, it was included in the State Master Plan for Scenic Highways, however, prior to being eligible for the highway to receive the designation of an official State Scenic Highway, it was necessary for a study to be made of the highway to determine a corridor plan.

On August 22, 1967, the Merced County Board of Supervisors adopted a Resolution, No. 67-119, which requested the State Division of Highways to conduct studies towards officially qualifying the Merced County portion of Interstate Route 5 to be added to the State Plan of "Official State Scenic Highways."

The portion of Interstate Route 5 that was requested for study begins at the intersection of Route 5 and State Highway 152, being in Section 15, Township 10 South, Range 9 East; M.D.B. & M., thence Northwesterly to the Merced-Stanislaus County line, being in Section 9, Township 8 South, Range 8 East, M.D.B. & M.

The State Division of Highways performed the requested study and furnished Merced County with copies of the study and maps of the suggested scenic corridor.

On October 8, 1968, the Merced County Board of Supervisors adopted Resolution No. 68-201, which adopted the Merced County Scenic Highway Corridor Report and its supporting plans and ordinances, and that the Merced County Plan For Scenic Corridor protection be adopted as submitted, and it was further resolved, that additional studies will be conducted toward graphically representing on the County's General Plan, existing and eligible State and County Scenic Highways within Merced County.

The next phase covered the inclusion of a portion of State Highway 152 in the State Scenic Highway System.

The portion of State Highway 152 covered in this inclusion begins at the Santa Clara County line and runs east to the intersection of State Highway 152 with Interstate 5, being a distance of 18.83 miles.

The official request to designate this certain portion of State Highway 152 was affected by Resolution No. 70-67, as adopted by the Merced County Board of Supervisors on April 28, 1970.

Merced County Zoning Ordinance No. 309 and the General Plan provide for strict land use control of the areas through which these two portions of highways traverse thereby providing the necessary protection for the preservation and enhancement of the scenic views from these highways.

The areas through which these two highways traverse are zoned A-1 and A-2, both being agricultural zones and thereby restricted to agricultural uses, which zoning provides more open space than is actually required for scenic corridor protection.

**APPENDIX A -
STATE AND INTERSTATE SCENIC HIGHWAY DESCRIPTIONS**

APPENDIX A

State Adopted

Officially Designated Portions of State Highways In The State Scenic Highway System Located In Merced County

<u>State Route</u>	<u>Date Designated</u>	<u>Miles</u>	<u>Description</u>	<u>Interest Points Along Route</u>	<u>Route Provides Access To Other Major Attractions</u>
I-5	10/25/68	16	From Stanislaus County line to intersection of Interstate 5 with State Highway 152	Quality scenic views and vistas Mission Tesoro - Mexican styled commercial complex California Aqueduct Delta Mendota Canal Vista Point Overlook	San Luis Reservoir O'Neill Forebay Los Baños Creek Reservoir
152	6/19/70	15.83	From Santa Clara County line to intersection of State Highway 152 with Interstate 5	Quality scenic views and vistas San Luis Reservoir O'Neill Forebay Romero Overlook	San Francisco Bay Area Yosemite National Park Kings Canyon National Park Sequoia National Park

MAP OF MERCED COUNTY



LEGEND

STATE

COUNTY

ADOPTED [thick line] [dashed line]
PROPOSED [thin line] [dotted line]



**SCENIC ROUTE ELEMENT
OF
THE GENERAL PLAN**
COUNTY OF MERCED, STATE OF CALIFORNIA
merced county planning commission



**APPENDIX B -
COUNTY SCENIC ROUTE DESCRIPTIONS**

APPENDIX B

County Adopted

Portions of State Highways and County Roads Adopted and Proposed in the Merced County Scenic Route System

<u>Route Designation</u>	<u>Miles</u>	<u>Description</u>	<u>Interest Points Along Route</u>	<u>Route Provides Access To Other Major Attractions</u>
"G" Street, Snelling Rd., State Hwy. 59, & LaGrange Rd. (J59)	25	From intersection of "G" St. with Melody Lane to Stanislaus County Line	Merced County Court House Quality scenic views & vistas Merced River Snelling- Original County Court House Montgomery Reservoir (future) Henderson Park	Modesto Reservoir Turlock Reservoir Don Pedro Reservoir Lake McClure Lake McSwain Lake Yosemite
Merced Falls Rd. (J16)	7	From intersection of Merced Falls Rd. (J16) with State Hwy. 59 (J59) to Mariposa County line	Quality scenic views Henderson Park Merced River	Snelling-Original County Court House Lake McClure Lake McSwain Hornitos (Historic Town)
Bellevue Road	1	From intersection of Bellevue Road & "G" Street to intersection of Bellevue Road and Lake Road	Quality scenic views & vistas	Lake Yosemite

Lake Road	1.125	From intersection of Lake Road and Yosemite Avenue to Yosemite Lake	Quality scenic views & vistas	Lake Yosemite
North Bear Creek Drive	0.909	From intersection of North Bear Creek Drive with McKee Road east to the Merced City Limit line	Quality scenic views	Bear Creek Bikeway Bear Creek
Henry Miller Road, Ingomar Grade, and "H" Street	8.50	From intersection of Interstate Route 5 through the Town of Volta to the City of Los Banos	Quality scenic views Volta Lake Town of Volta Many varieties of water fowl, herons, egrets, etc.	The old Town of Volta City of Los Banos Access to Interstate Route 5 and State Highway 152 San Luis Wasteway Waterfowl Management Area
<u>State Proposed</u>				
I-5	19.25	From intersection of I-5 with State Hwy. 152 to Fresno County line	Quality scenic views & vistas California Aqueduct	San Francisco Bay Area San Luis Reservoir O'Neill Forebay Los Banos Creek Reservoir City of Los Angeles
State Highway 140	15	From intersection of Hwy. 140 with Kibby Road to Mariposa County line	Quality scenic views Merced County Court-House	Mariposa (Historic Town and oldest courthouse in use in California today) Yosemite National Park

State Highway 152	8	From intersection of State Highway 152 with Interstate Route 5 to City of Los Banos	Quality scenic views	San Francisco Bay Area
			Los Banos Historical Museum	San Luis Reservoir
			Delta Mendota Canal	San Luis Wasteway Water- fowl Management Area
			Californis Aqueduct	O'Neill Forebay
				Los Banos Waterfowl Management Area
				San Luis Island National Wildlife Refuge
				Yosemite National Park
State Highway 165	28	From intersection of Interstate Route 5 to Highway 140, excepting that portion which lies within the city limits of the City of Los Banos	Unique scenic views	Fremont Ford State Park
			San Joaquin River	Los Banos Waterfowl Management Area
			Agricultural lands	
			Various waterfowl species and other wildlife	San Luis Island National Wildlife Refuge
			Duck Clubs	Kesterson National Wild- life Refuge



La GRANGE ROAD

IMPLEMENTATION OF THE SCENIC ROUTE ELEMENT OF THE
GENERAL PLAN

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For the purpose of establishing a high quality scenic route system, the following general outline of implementative actions must necessarily be considered by the county, other affected governmental entities, public officials, and the private sector and thereby assure for the provision to all segments of our population a scenic route system that will truly fulfill their recreational sightseeing needs.

IMPLEMENTATIVE ACTIONS

1. The immediate implementation as a county-wide program should be considered for the strict enforcement of all existing county zoning, building, health, and fire codes as a first step for the preservation of the scenic qualities of the proposed scenic route system.
2. As a continuing process, all public codes, ordinances, and policies should be subjected to a periodic review, and corrective recommendations should be made concerning those areas which appear to regulate contrary to the establishment and continual improvement of the scenic route system.
3. Encourage the cities within the county to adopt scenic route elements to their general plans that would compliment the county scenic route element, and in fact become a part of the county scenic route element.

4. Exert all necessary effort to encourage citizens organizations and interested private individuals to participate in the formation of programs that will assist and accelerate the implementation process.
5. Investigate avenues for sources of available funds in the form of grants for property acquisition, or open space easements or development rights in the scenic corridor, and for landscaping along routes in the scenic route system.
6. Develop more effective regulations for litter control and weed control, and said regulations to contain provisions for appropriate punishment and/or fine imposition for the violation of any of its provisions.
7. A detailed survey and mapping program should be undertaken to accurately determine the scenic corridor boundaries.
8. An immediate first step should be the placement of scenic route identification signs at pre-determined intervals along all designated scenic route rights-of-way.
9. Gifts of land and/or the dedication of land for scenic purposes to the county should be sought and encouraged.

10. The county should be encouraged to retain ownership of tax delinquent properties within scenic corridors when they can be acquired, and any resale of such property should be with appropriate deed restrictions to protect and/or enhance the quality of the scenic corridor.



"It is true that we have often been careless with our natural bounty. At times we have paid a heavy price for this neglect. But once our people were aroused to the danger, we have acted to preserve our resources for the enrichment of our country and the enjoyment of future generations.

The beauty of our land is a natural resource. Its preservation is linked to the inner prosperity of the human spirit.

The tradition of our past is equal to today's threat to that beauty. Our land will be attractive tomorrow only if we organize for action and rebuild and reclaim the beauty we inherited. Our stewardship will be judged by the foresight with which we carry out these programs. We must rescue our cities and country-side from blight with the same purpose and vigor with which, in other areas, we moved to save the forests and the soil."

*Lyndon B. Johnson
President of the United States*



"The outdoors is deeply ingrained in all that is California. The history and character of our Golden State were founded and formed in our mountains and forests, by our rivers and the sea, in the broad sweep of our valleys and deserts.

To the generations that came before us the outdoor scene was so boundless that few worried about it. Now we know there are definite limitations to our resources, our funds, and the time left to assure that outdoor beauty will always be a part of California living.

Youth needs to match itself against mountains, and we who are older need to know the stillness of our own minds -- the quietness of God's hidden places. Such is the essence of deep understanding and the dignity of man's spirit.

Our children will judge whether we cared enough to preserve the splendor of the California we inherited, or stood idly by and watched its destruction."

*Edmund G. Brown
Governor of California*

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